

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS:  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS.**  
Which is incorporated in the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers.

No. 16,060. 號十六零千六萬一第 日九念月八年元統宣 HONGKONG, TUESDAY, OCTOBER 12th, 1909. 二拜禮 號二十月十年九零百九千一英港香 PRICE, \$3 PER MONTH.

## BABYGRANDS

AND

## UPRIGHT GRANDS

BY

BLUTHNER,

GOERS KALLMANN,

RACHELS,

PLEYEL,

HOOF & HOOF

ROSENKRANZ

HOPKINSON.

SOLE AGENTS—

**S. MOUTRIE &  
CO., LIMITED.**

[a40-3]

## KOWLOON HOTEL

THE ONLY FIRST CLASS

ESTABLISHMENT ACROSS

THE WATER.

SINGLE and DOUBLE ROOMS To Let  
with or without Board.

O. E. OWEN,

Proprietor.

[a692]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April, 1908.

[a827]

## PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 3 hours.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st April, 1909.

[1260]

## JUST UNPACKED.

A Splendid Assortment of the following  
Latest Novelties:  
Up-to-date Ladies' Side and Back  
Combs, Slides and Barrettes, Dressing and  
Scarf Combs and Fancy Combs.  
The "Cervical" Invisible Fringe Nets.  
Finest Quality Real Human Hair—Indis-  
pensable to the Present Style of Hair Dressing.  
Light Brown, Mid Brown and Dark Brown.

HOOSAIN-ALI & CO.,

14, Queen's Road Central

Hongkong, 12th October, 1909.

[a41]

## PEARSON'S HYCOL

(Co-efficient 18/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES  
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on  
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS  
and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.  
ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.

PRICE ... \$ 3.00 PER 1 GALLON DRUM.  
" ... \$12.50 " 5 GALLON DRUM  
" ... \$ 2.60 " 1 GALLON IN BULK.

## PEARSON'S SAPONIFIED CRESOL

Co-efficient 10; IN 1 GALLON DRUMS. } To be obtained from usual Dealers.  
5; IN 1 " " } Prices on application.

Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL  
STRENGTHS of their products (in relation to Pure Carbolic Acid) under the  
STANDARD TEST on TYPHOID GERMS, and then compare the result with our  
HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the  
true value of a GENUINE DISINFECTING FLUID.

DODWELL & CO., LTD.

SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN  
FOR PEARSON'S ANTISEPTIC CO., LD.

[a1133]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★

" ★★★★★

WHISKY, PALL MALL

" JOHN WALKER & SONS'

" OLD HIGHLAND

" C. P. & CO.'S SPECIAL

" BLEND

PORT WINE, INVALIDS

" DOURO

SHERRY, LA TORRE

" AMOROSO

" BENEDICTINE, D.O.M.

PRICES

ON

APPLICATION.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[a51]

## LANE, CRAWFORD & CO.

NEW STOCK OF

OAK MORE BOOTS

(ENGLISH MADE)

BLACK AND TAN CALF

\$12.50 \$14.00

EXTRA HEAVY SHOOTING BOOTS

(BLACK and BROWN)

\$12.00 \$17.00

LEGGINGS. PUTTEES.

LANE, CRAWFORD & CO.

Hongkong, 12th October, 1909.

[a33]



Telephone No. 75.

CALDBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 12th October, 1909.

[a35]

## C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLE MANUFACTURERS.

## THE STANDARD INDIAN BILLIARD TABLE.

Complete with all Accessories for Billiards and packed for Shipment.

Rs. 1,460.

C. LAZARUS & CO., CALCUTTA.

[a833-3]

TRADE MARK The GOLD MEDAL for Quality in the  
France-British Exhibition has been awarded to  
"WHITE HORSE" WHISKY. To His Majesty  
THE KING.  
By Royal Appointment.  
MACKIE & CO. DISTILLERS LTD. Estab. 1742.  
LAGAVULIN DISTILLERY, ISLAY.  
OBTAINABLE AT ALL STORES OR FROM THE  
SOLE AGENTS:  
LANE, CRAWFORD & CO.  
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused our price. [a34]

PASSENGER SEASON 1910.

## IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.

Capt. O. FAHNE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.

Capt. F. V. BINZER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early Booking Recommended,  
For Particulars, apply to

MELOHERS & Co.,  
GENERAL AGENTS.

[1226]

## LONG HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN—

PHOTO GOODS of all descriptions,

EASTMAN KODAK FILMS.

&c. &c.

DEVELOPING & PRINTING

A SPECIALITY.

[a809]

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910.  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES  
LONDON

APRIL 16TH.  
APRIL 23RD.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,

SUPERINTENDENT.

[1075]

## HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Singing Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.

Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a998]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134.  
Telegraphic Address: "SACHSOLA."  
A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns; Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.

Telephone, No. 696.  
Apply to— Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

VICTORIA HOTEL

SHAMHEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMHEEN."  
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO

Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTER OF PRATA GRANDS  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISES PROVIDED.  
Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor.

[a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (e.g. Sun An and Sun Tai) daily to

and from Hongkong, and two steamers to and

from Canton, give easy communication with

both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER.

[a196]

THE

GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE Proprietor.

M. MAILLE

[a61]

TRY OUR

CORNER BEEF

AND

CORNER PORK

THE

DAIRY FARM CO., LTD.

[a63]



## INTIMATION

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD HIQUEUR  
SCOTCH  
WHISKYA BLEND OF THE FINEST PURE  
MALT WHISKIES DISTILLED  
IN SCOTLAND.

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. PORTER &amp; Co.'s

BULL DOG  
BRANDGUINNESS' STOUT  
IN PINTS & SPLITS.A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS.  
ONLY communications relating to the news  
column should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
one side of paper only.  
No anonymously signed communications that  
have already appeared in other papers will be  
inserted.Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply is  
limited. Only supply for Cash.  
Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.

## BIRTH.

On October 7th, at Shanghai, to Mr. and Mrs.  
N. T. SAUNDERS, a daughter.

## DEATHS.

On October 5th, at Mo'anshan, STEPHAN PAUL  
BACHERT, M.D., aged 68 years.  
On October 7th, at Shanghai, CLAUDE ARTHUR  
BENT, late of Beach Hotel, Chetoo, aged 40 years.HONGKONG OFFICE: 10A, DES VUEUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 12TH 1909.

It is to be regretted that in their zeal to counteract the damage done to British interests by the (falsely, so-called) Free Trade of their opponents the leaders of the Unionist Party in England should have pledged themselves to return to what practically can scarcely be distinguished from rank Protectionism. The complaint of the country has been that under the title of Free Trade the rump of the Cobden Club has really been supporting a policy of Protection under its very worst form, that of bounties, and in so doing has been protecting the foreign producer against our Home industries; which to a considerable extent it has succeeded in rendering unprofitable, and in some cases has practically extinguished. It was with no intention of inviting a return to Protection that Mr. CHAMBERLAIN first drew the attention of the country to the injury being inflicted by this insidious attack on British industries. As the ablest Minister who had ever presided over the Colonial Office he had experience of the evils resulting from want of harmony in the past between Downing Street and the Colonies, more especially in financial matters,

and this probably it was that directed his attention to the attempts being made on the Continent, and more especially in Germany, to exploit, contrary to the interests of the nation at large, and for their own benefit the trade with our Colonies. So far had this been, under the pretence of Free Trade, permitted to proceed that on one occasion Germany actually conceived herself entitled to interfere in a matter of private tariffs between Canada and the Home country, which fortunately was promptly repressed by the Government of the day. In the West Indies again the system of bounties on the Home production of sugar had been raised to such a pitch that it became a matter of life or death for several of the islands; and it actually became necessary for the Home Government to make a temporary money grant to restore the damaged finances of these Colonies. In many of our Home industries it was found that by bounties direct or indirect, or by reduced railway or steam packet rates paid for by the Government, Germany was engaged in an attempt to undersell the British manufacturer, with the object of transferring the industry to her own territory. Now, while it is quite true that in doing this Germany was perfectly justified according to the accepted rules of mercantile morality, still, the process was not one of Free Trade, but was essentially one of Protection in its most objectionable form, that of direct stimulation by money grants. The essential principle of Free Trade is the removal of all unnecessary charges on the circulation of commerce, so that the goods of any country or district shall have a fair chance of competing with others all round in the markets of the world, unhampered by artificial barriers. In this sense all tariffs are, of course, a burden on commerce, it may be a necessary burden; but in this case the nearest approach we can make to an ideal perfect Free Trade is that there shall be no unfair nor discriminative duties. The one exception which the common-sense of humanity has made practically universal, is that no country (except perhaps China) levies duties on goods in transit within its own territory, which would, of course, be merely robbing Peter to pay Paul.

As the requirements of government and good order in all countries require the expenditure of large sums of money revenue is absolutely necessary, and by long experience all countries have found that up to a certain extent one of the least pressing sources of revenue is a duty raised from imports; and provided that the burdens were fairly distributed this has always been held to be quite consistent with the principles of Free Trade, and amongst others our Colonies without exception have adopted this system of tariff for revenue. On the other hand, the Home country, as not many years ago finding itself the larger producer and exporter, had learned from experience that lower duties on what it had to bring from abroad reduced the cost of production, and accordingly set itself to remove the duty on the great majority of its imports. So long as foreign countries were content to accept the situation our exports had an undoubted advantage in the markets of the world, and the wealth and population of the country grew by "leaps and bounds." We had no object in promoting preferences, and we were content that all should share alike.

The first promoters of Free Trade had reasoned all this out, and their premises being undoubtedly correct, the foreseen results duly came about, and a period of marked prosperity followed, but even at the start there was a rift in the lute. The Home population was increasing, and the problem of food, aggravated by bad harvests, became a pressing one. It was indeed this pressure that finally prevailed in the acceptance of the Free Trade doctrine. To prevent the Home lands being thrown out of cultivation, when they were competent to feed the entire population, heavy duties on foreign food stuffs had been imposed. With increasing population and bad harvests, the feeding of the workers became a matter that could not be neglected; after many efforts, and the lapse of years, the necessity of freeing food supplies could no longer be resisted, and this it was that resolved the nation to adopt the policy of freedom of import all round. As above stated, it was perfectly successful, so far as things went on in the old routine. The net result was that the principle of Free Trade was elevated into a fetish, which all were expected to bow down to and worship; and it became a subject of wonderment to its votaries why the whole world did not accept unquestioned the new Cult.

Perhaps it was the very fact that the manufacturing industries of the world were one after another being transferred to British soil that aroused the fears of the

continental peoples; at all events, Free Trade to Britain's advantage did not commend itself, and gradually nearly all the continental peoples returned to undisguised Protection, but with comparatively little effect. It was under these circumstances that a new departure was determined on. Great Britain had grown rich because under the stimulus of cheap production she was able to underbid her rivals. She had so effectively occupied the land that a resort to similar methods would not be sufficient; still it was seemingly possible that by cheapening production by grants of money direct, German manufactures might be artificially hatched. The case of sugar was an instance in point. After the Napoleonic wars a vast amount of soil was left untillied for want of a market for the crops; might it not be brought again into cultivation by utilising it to grow beet, from which the chemists had proved that it was possible to extract sugar? True, it could not compete with the cane sugar from the West Indies, but that could be remedied by putting a bounty on it; the State would be repaid by the increase of population thereby induced. The scheme proved so far successful that it afforded an object lesson, which at once appealed to the nation; and it was determined to apply the same principle to manufactures generally.

Nothing, of course, could be further removed from the principles of Free Trade; but Germany reasoned, what had Free Trade ever done for her? It had on the contrary thrown the trade of the world into the hands of Great Britain. Unfortunately, as we mentioned above, Free Trade had in England grown into a fetish, but in the process its object had been forgotten, and it had come down to be merely an unreasoning antipathy to Customs duties of all kinds. The new race of British Free-traders saw in the movement nothing more than an opportunity of procuring cheap goods; the fact that the cheapness came from the especial horror of all good free traders, State bounty was carefully blinked. The Cobden Club was, in fact, supporting actively what Cobden in his lucid moments had stigmatised as the greatest of economical sins! The consequence was the bankruptcy and partial ruin of the West Indian Colonies, and the necessity of spending good money to restore some sort of prosperity. But one financial sin paves the way for others as clearly opposed to the fundamental principles of Free Trade. The import of cheap bounty-fed sugar gave rise to a new industry in England: it rendered possible the manufacture of cheap confectionery, and England began to manufacture for export this artificially produced commodity. It need hardly be said that the trade was not a wholesome nor a legitimate one, depending as it did on alien State aid, and existing at the cost of the impending ruin of our once most prosperous Colony. But the absurdity of the position had not yet been reached in full. A Unionist Government, mainly through the influence of Mr. CHAMBERLAIN, had succeeded in showing some of the continental Powers the suicidal effect of the bounties, and with their goodwill had placed a countervailing duty on the bounty-fed sugar imported. One of the first acts of a professed Free Trade Government on its accession to office was, under pretence of restoring freedom of trade, to remove the duty; and here comes in the most absurd part of the entire proceeding. The removal of the duty was actually accomplished at the demand of the confectionery manufacturers, and was demanded by them on the ground that without the bounty cheap beet sugar was impossible, and the continuance of the duty meant the decay of the bounty-fed industry. Such was the result of the first pretended Free Trade Budget. The important fact that the maintenance of the artificial industry was being carried on at the cost of the West Indian Colonies, who were being bled to support it, was by the new generation of would-be Cobdenists forgotten, or conveniently ignored.

Now the unfortunate part of the present agitation for Tariff Revision is that its advocates, from overzeal, probably, as well as from ignorance of the accepted truths of the fundamental principles of freedom of trade, show themselves as incapable of appreciating the true financial conditions. There are certain fundamentals which are indisputable, but the tendency, since the time, at least, of J. S. MILLS, has been to confuse these under a mass of heterogeneous conclusions, which are by no means fundamental, but merely accessory; and it is round these points that controversy has been centred. Free Trade, though the principle is undeniable, has to be altered in its details to suit changing conditions. What under certain conditions we have seen may be Free Trade, under others may become unblushing Protection. This is the fact which in the present moment of heated controversy both sides have forgotten, and the Unionist camp has been in consequence split into two from

simple want of knowledge. The country does not desire Protection, and wishes to be relieved of ill-effects—all the worse that they are forced into it under the false assumption of Free Trade.

Herr Kuchler gave a piano recital at the Peak Hotel last night.

Normal cable communication with Formosa has been restored.

The German Mail of the 9th September was delivered in London on the 8th instant.

Mr. de Margerie, the new French Minister to Peking, is at present staying in Hongkong.

At the Magistracy yesterday Mr. J. R. Wood fined nineteen natives \$4 each for gambling on the river steamer Tai On.

The late Mr. Robert Goddard, formerly of Yokohama and latterly of Oahu, Branksome Wood-road, Bournemouth, left estate worth \$10,730.

The only cases of communicable disease reported in the Colony last week was one Portuguese case of enteric fever and one Chinese case of puerperal fever.

A Japanese who was caught shooting at wild birds on the Wongnaischoeng Road on Sunday without a licence was fined \$5 by Mr. J. R. Wood at the Magistracy yesterday.

A Finnish seaman from the sailing ship King George was fined \$5 by Mr. J. R. Wood at the Magistracy yesterday for being drunk and behaving in a disorderly manner on Blake Pier.

Mr. Justice Lindsay Smith, Mr. H. P. Wilkinson (Crown Advocate) and Mr. J. C. E. Douglas, came down from Shanghai by the French mail steamer for the trial which takes place at Canton to-morrow.

We are requested to state that owing to the unsettled condition of the weather, the small At Home at Mountain Lodge, for which invitations have been issued for to-day, has been postponed until Thursday, 14th instant.

Brigadier General John J. Pershing sailed from San Francisco on the 6th inst. on the transport Thomas for the Philippine Islands to take command of the troops in Mindanao and become Governor of the Moro Province.

The typhoon warning quoted below was received at the American Consulate-General, Hongkong, from the Manila observatory at 10.05 a.m. yesterday:—Cyclone or Typhoon near or over the Western Carolines, direction unknown.

Owing to the breaking of an axle of tramcar No. 22 opposite the Royal Engineers Canton at about nine o'clock yesterday morning, the tramway service was interrupted for some time, and passengers on the broken-down car had to proceed to town in rickshas.

Mr. H. H. Fox, late Consul-General at Canton, and Mrs. Fox, who for the last week have been the guests of His Excellency the Governor at Mountain Lodge, left by the French mail steamer for the North yesterday, to take up the appointment of H.B.M.'s Consul at Wuhu.

With reference to a paragraph published yesterday regarding the postponement of the Gymkhana on Saturday owing to the inclemency of the weather, we are informed by Mr. G. C. Meekie, the Hon. Secretary of the Gymkhana Club, that an "Express" was issued announcing the decision.

A ricksha coolie was charged before J. E. Wood at the Magistracy yesterday with the larceny of a gold-mounted umbrella. A sergeant-major of the Royal Engineers and his wife took rickshas from Queen's Road East to D'Aguiar Street. The lady alighted first, leaving her umbrella in the vehicle. The coolie must have been attracted by the glitter, for he dashed along Queen's Road without waiting for payment. The umbrella, however, was not then missed, and the husband of complainant paid the other ricksha coolie two fares. Later the lady discovered her loss, and the matter was reported to the police. The missing coolie was apprehended, but denied stealing the umbrella. The police searched his house, and the missing article was found under the mattress. His Worship sentenced the defendant to one month's imprisonment with hard labour.

## CORRESPONDENCE.

## THE SUBSIDIARY COINAGE QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—You say in your leader to-day that forty or fifty million dollars' worth of Hongkong's subsidiary coinage has been drained into China. In other words, China has bought and paid for it with goods sold to Hongkong. Why should Hongkong buy it back at a loss?

The only way open to the Government to deal with this evil is to mint a new and distinct coinage, fix a very short time limit for the exchange of what Hongkong subsidiary coinage remains in circulation in the Colony—and then the thing is done!

I am unable to see that any serious political or commercial issues are involved. Every province in China has its own currency and exchange operations are a recognised necessity of inter-provincial trade in China. The Hongkong coolie, while he does not now discriminate between a Hongkong and a Canton coin, indignantly refuses to accept a Shanghai coin, and he would quickly learn to reject the Canton coin if Hongkong had a currency distinct from that of China and accepted at par value. —Yours,  
OBSERVER.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## MR. LLOYD GEORGE AND THE BUDGET.

"BLATANT SANS CULTOTISM."

LONDON, October 11th.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at Newcastle, said the Budget was an attack neither on industry nor property. New taxes were imperative to supply money needed for Imperial Defence and Old Age Pensions.

Referring to the improvement of trade, the Chancellor said the only stock depressed had been that of the Dukes since they started speech-making.

LATER.

Mr. Lloyd George declared that the present social system was fraught with peril for the order of things represented by the Peers.

While the Unionist papers denounce the speech as infamous, calumnious, incendiary, an appeal to popular passions—for a class war, the Liberals are loud in their praise of the Chancellor's eloquence, courage and statesmanship.

The "Daily Graphic" describes the speech as blatant "sans cultotism."

The "Daily Telegraph" says it was a communist speech to them, and quotes as parallels incidents in connection with the reign of terror in France.

## THE SPANISH CAMPAIGN IN MOROCCO.

LONDON, October 11th.

The French commander at Morocco has been placed on the retired list on account of an interview in which he was reported as strongly resenting the Spanish advance to Morocco and suggesting that Spain had ulterior designs of aggrandisement.

[FROM THE "CHUNG NGOI SAN PO"]

## IMPERIAL CHINESE POST OFFICE.

PEKING, October 11th.

The Board of Communications is to raise a sum of 1,000,000 taels for the purpose of taking over the control of the Imperial Chinese Post Office from the Commissioner of Customs at the beginning of the next Chinese year.

## THE HONGKONG UNIVERSITY.

## ANOTHER HANDSOME CHINESE DONATION.

We are informed that Mr. Cheung Pat See, a prominent resident of Canton, has forwarded to H. E. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

## IMPENDING OFFICIAL CHANGES.

His Honour the Chief Justice, Sir Francis Piggott, left by the French mail yesterday afternoon for a fortnight's stay in Shanghai. He will then return to the Colony, deliver the judgment he has on hand, and depart by the same vessel for Home on long leave.

We understand that the Hon. Mr. W. E. Davies, K.C., Attorney-General, will act as Chief Justice during His Honour's absence, that Mr. F. A. Hazeland will succeed Mr. Davies as Attorney-General, that Mr. J. B. Wood will preside as First Police Magistrate, and that Mr. E. R. Halifax on his return to the Colony will act as Second Magistrate.

## MACAO CONTRACTS FOR SHANGHAI.

The N.C. Daily News learns that the Shanghai Dock and Engineering Co., Ltd., has been favoured with instructions by the Governor of Macao to build four steel self-discharging hopper barges with all necessary door lifting and lowering gear. The first two barges are to be delivered in Hongkong Harbour within three months from date of order and the remaining two six weeks later.

## HONGKONG TECHNICAL INSTITUTE.

## ANNUAL PRIZE DISTRIBUTION.

The Hon. Mr. A. W. Brewin, Registrar-General, presided at the annual distribution of prizes of the Hongkong Technical Institute, held at Queen's College, last evening. Mr. T. K. Dealy, Director of Education, the Hon. Mr. P. N. H. Jones, Director of Public Works, and Messrs. E. Ralphs (Director of the Institute) and H. Sykes were also present.

The Hon. Mr. BREWIN, after distributing a large number of prizes won by successful students, said this was the second time he had had the pleasure of presenting the prizes. On the first occasion the Institute was hardly on its legs, but now he could congratulate the Director, Mr. Ralphs, and the various teachers, on its flourishing condition. At the last annual examination there were 100 students examined, and of these 87 per cent. passed. He had the pleasure that evening of distributing 105 ordinary certificates and 33 certificates of passes with distinction. This showed clearly, he thought, that the Institute was filling a want in Hongkong—a want which could not be made good by any existing school, or, he thought, by the university which he hoped to have with us soon. The number in attendance during the session was 255. Of these, only 52 per cent. presented themselves for examination, but he did not think they should complain, because, of the 119 who presented themselves, 87 per cent. passed, while the other students who did not present themselves for examination perhaps only attended with the indefinite object of improving themselves and getting a little general knowledge. But the students who had gained certificates, he presumed, were all ambitious to do something, and the speaker asked them to remember that nothing could be done of any value without effort and without perseverance. They should not be content simply with attending, but should work hard after they had finished their lectures, and then he hoped they would be given certificates of distinction. He was glad to see that the Director had succeeded in starting lectures on political economy, and that they seemed to be appreciated. If any of the Chinese students present applied to take a part in public affairs, like many old Queen's College boys had succeeded in doing, they would find a knowledge of political economy indispensable for the public service. They might have read in the newspapers these last two or three days the discussion about subsidiary coinage. Coinage was a question which could not possibly be understood unless they had studied political economy, and they would hear all sorts of blunders committed by very clever men simply because they had not studied that science. He was glad also to see that a large number of students were studying English. There were plenty of careers open for Chinese with a good knowledge of English. But unless they were able to "pick up" an English novel and read it with pleasure—and he did not think many of those present were in the habit of reading English for pleasure—they should not be satisfied. To some of the students present this would be the third, and last session at the Institute. He would ask those students who were attending the engineering classes to remember that a certificate of distinction might be of the greatest value to them, particularly if they looked forward to entering the university to study engineering and to take it up as a profession. It might be possible for Mr. Ralphs to persuade the university authorities to recognise such a certificate of distinction, and to allow it to count for so many months' or perhaps a year's study at the university. The speaker asked the students to bear that in mind, and to work their hardest during next year. He had nothing more to add, and would not detain them longer, as it was almost time for the first lecture to commence. (Applause.)

Mr. DEALY proposed a hearty vote of thanks to Mr. Brewin for his attendance. The Registrar-General has many calls on his time and attention, but he was so keenly interested in the work done at the Institute that he willingly attended to distribute the prizes.

The vote was carried by acclamation, and the proceedings ended.

## NEW PROSECUTION UNDER COMPANIES' ORDINANCE.

The hearing of the cases in which the Kwong Kee Ferry Co., Ltd., and the Kwong Shun Steamboat Co., Ltd., were prosecuted for failing to comply with the provisions of sections 30 and 31 of the Companies' Ordinance in that they failed to forward to the Registrar of Companies a copy of the list of persons who on the fourteenth day after the holding of the ordinary general meeting for the year 1908 were members of the Companies; and of the summary required by the said sections, was concluded before Mr. J. B. Wood at the Magistracy yesterday. This was the first occasion in which a prosecution of the kind had been brought under the sections mentioned.

Mr. H. J. Dennis, Jr., from the office of the Crown Solicitor, prosecuted, aided by F. Paget Hett (of Messrs. Branton and Hett) appeared for the defendants.

Defendants' solicitor raised the defence that neither Company had held its ordinary meeting. His Worship said he intended to give judgment against each Company, but seeing that it was the prosecution of the kind, and that there were extenuating circumstances in the fact that the managing director had died some time ago, he would impose what he considered a nominal penalty. A fine of \$100 would be indicated in each case.

## BRITAIN'S REVENUE.

A telegram from an Indian paper states, that the revenue for the quarter ended September 30th amounted to £29,731,194 an increase of 1,184,287.



















# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HIMALAYA	Noon, 16th Oct.	Sea Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	CEYLON	About 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	About 23rd Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1909.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 12th Oct., 3 P.M.
NEWCHANG	"NANCHANG"	On 12th Oct., 4 P.M.
CHINKIANG	"KWEILIN"	On 12th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 14th Oct., 4 P.M.
TIENSIN	"HUICHOW"	On 17th Oct., 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

11

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

# PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to

Hongkong, 27th September, 1909.

MELCHERS &amp; CO.,

AGENTS.

5

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 12th Oct., 8 A.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Wed. day, 13th Oct., 4 P.M.
TIENSIN VIA TSINGTAI, WEI-HAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 14th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct., 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 17th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 22nd Oct., 4 P.M.
SERIAL YOKOHAMA, KOBE & MOJI	"FOKSANG"	Friday, 5th Nov., 5 P.M.

# RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chfoo, Tientsin & Newchwang.

\* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Hongkong, 12th October, 1909.

GENERAL MANAGERS.

16

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 12th Oct., at 10 A.M.
"HAIMUN"	SWATOW	WED. DAY, 13th Oct., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 15th Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL

ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 12th October, 1909.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. J. Negoro	6,500	WED. DAY, 13th Oct., at Daylight.
VIETORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	HAKATA MARU, Capt. J. Dring	6,500	WED. DAY, 27th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Sato	7,000	TUESDAY, 12th Oct., at Noon.
SHANGHAI, MOJI and KOBE	KAGA MARU, Capt. M. Hagino	8,000	TUESDAY, 9th Nov., at Noon.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine	5,000	FRIDAY, 29th Oct., at Noon.
MOJI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Tani	6,000	FRIDAY, 26th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HOMER MARU, Capt. W. A. Evans	4,500	FRIDAY, 15th Oct., at 5 P.M.
KOBE and YOKOHAMA	SADO MARU, Capt. G. C. Murray	6,500	FRIDAY, 16th Oct., at 5 P.M.
	HIRANO MARU, Capt. H. Fraser	9,000	SATURDAY, 23rd Oct., at Noon.
	CEYLON MARU, Capt. Fred. Payne	6,000	MONDAY, 24th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi	6,000	TUESDAY, 26th Oct., at Noon.

§ Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

# EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. MURAI) About Wed. 20th Oct.

KITANO MARU (Capt. F. E. COPE) About Wed. 17th Nov.

HIRANO MARU (Capt. H. FRASER) About Wed. 15th Dec.

KAMO MARU (Capt. F. L. SOMMER) About Wed. 12th Jan.

# CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Clater Road.

Hongkong, 24th September, 1909.

T. KUSUMOTO,

MANAGER. [5-93]

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 16th Oct. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 23rd Oct. Noon.

For Freight or Passage apply to

Hongkong, 11th October, 1909.

SHEWAN, TOMES &amp; Co.,

General Managers. [14]

# HAMBURG-AMERIKA LINIE

HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SILESIA ... 19th Oct.	S.S. NICOMEDIA ... 12th Oct.
S.S. BRISGAVIA ... 21st Oct.	FOR HAVRE, ANTWERP & HAMBURG:
S.S. SILVIA ... 1st Nov.	S.S. AMBRIA ... 13th Oct.
S.S. SUEVIA ... 17th Nov.	FOR ANTWERP & HAMBURG:
S.S. SENEGAMBIA ... 18th Nov.	S.S. LIBERIA ... 1st Nov.
S.S. SITHONTA ... 1st Dec.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 10th Dec.	S.S. BELGRAVIA ... 6th Nov.
S.S. BRASILIA ... 18th Dec.	FOR HAVRE & HAMBURG:
S.S. SEGOVIA ... 26th Dec.	S.S. SILESIA ... 15th Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 7th October, 1909.

Hongkong Office.

12

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETO. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	3000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 16th September, 1909.

TOYO KISEN KAISHA, Yok Building. [462]

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

# OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—

15, DES VOUX ROAD, HONGKONG.

7591

Japan Office—

14, WATER STREET, YOKOHAMA.

7591

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARCADIA .....	7000	February 5	MANTUA .....	11000	March 5	March 11
ASSAYE .....	7500	February 19	CHINA .....	8000	March 19	March 25
DELTA .....	8000	March 5	MALWA .....	11000	April 2	April 8
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)		April 16	April 22
DEVANHA ..	8000	April 2	MONGOLIA ..	10500	April 30	May 6
ASSAYE .....	8000	April 16	MARMORA ..	10500	May 14	May 20
DELTA .....	7500	April 30	MOREA .....	11000	May 28	June 3
DELHI .....	8000	May 14	MOOLTAN ..	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.3 £72.12

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

# LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
SYRIA	January about 26	March 13
SUMATRA	February 9	March 26
NYANZA	February 23	April 9
BUNDA	March 23	May 7
MALTA	April 20	June 4
SARDINIA	May 20	June 18
NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd SALOON £38.10 £57.4

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVES.
(Gross reg.)			
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.
	"SEATTLE MARU" Capt. T. Saito	6,182	SATURDAY, 20th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW, & AMOY	"ROSHU MARU" Capt. K. Suoi	FRIDAY, 15th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	SUNDAY, 17th Oct., at 10 A.M.
TAMSHUI VIA SWATOW, & AMOY	"DALJIN MARU" Capt. Y. KUBURAKI	TUESDAY, 19th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877]

T. ARIMA,

MANAGER.

877]

# VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (Direct),

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRITISH, to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA"

Captain Cobol, will be despatched as above on or about the 25th October.



